



Water Quality NewsFlash

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Los Angeles River Trash TMDL – Re-adoption delayed; also 4 full-capture systems certified including Caltrans GSRDs - Earlier this year, the California Court of Appeals declared the trash TMDL for the LA River void and ordered the Water Boards to set aside the TMDL and not implement it until it had been brought into compliance with the California Environmental Quality Act. The Board completed the environmental documentation and had planned to re-adopt the TMDL at the hearing on September 14. However, the TMDL was pulled from the agenda due to continuing questions regarding the adequacy of the environmental documents. The TMDL requires storm water permittees to phase-out all trash loading to the river over a 10 year period. New text in the Board's draft Resolution states:

“Compliance with the final Waste Load Allocation may be achieved through a full capture system which is defined as any device or series of devices that traps all particles retained by a 5mm mesh screen and has a design treatment capacity of not less than the peak flow rate (Q) resulting from a one-year, one-hour storm in the sub-drainage area.... To date four full-capture systems have received certification; including (i) trash nets for the City of Signal Hill, (ii) two gross solids removal devices [GSRDs] for the California Department of Transportation, and (iii) catch basin brush inserts and mesh screens for the cities of Glendale, Pasadena, La Canada Flintridge, and Burbank.”

More information on GSRDs: http://www.dot.ca.gov/hq/env/stormwater/ongoing/gsr_d_pilot_study/index.htm

TMDL information: http://www.waterboards.ca.gov/losangeles/html/bpaRes/bpa_td/bpa_50_New_td.html

Oil in Runoff – Report assesses risks – In the public mind, the pollutant most commonly associate with highway runoff is probably oil and grease (O&G). In recent years, however, it has been generally recognized that oil and grease by itself does not appear to present a significant water quality problem, although pollutants associated with the oil and grease may present a risk.

“Characterization of Used Oil In Stormwater Runoff in California” was prepared by the Cal EPA Office of Environmental Health Hazard Assessment with participation of staff from the State and Regional Boards. One expected finding was that “higher concentrations of oil and grease in highway runoff are generally found to occur during the first storm of the rainy season than subsequent storms, and during the beginning of a rainfall event.” The report also found that “typical concentrations of oil and grease in runoff samples are generally less than 5 mg/l, and seldom exceed 10 mg/l.” This result is partially based on Caltrans *Discharge Characterization Study Report* which found a mean value of 4.95 mg/l and a median value of 1.4 mg/l. These values can be compared with Basin Plan objectives – for example, the SF Basin Plan daily maximum effluent limitation is 20 mg/l. EPA's proposed Stormwater Multi-Sector Industrial General Permit sets an O&G benchmark of 15.0 mg/l. daily max. The report concludes that it “is difficult to establish the ecological and human health implications of the typical concentrations reported in runoff.” <http://www.oehha.ca.gov/water/reports/OilInRunoff0906.pdf>

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